

We gave, at some length, yesterday, the substance of the testimony taken before the coroner's inquest, held to inquire into the facts connected with the falling of J. H. Cordon's building on Wednesday last. The jury, after hearing the testimony, found "that the Chas. W. Ews came to his death, at the city of Milwaukee, on the 16th day of June, 1858, being suffocated in the ruins of the store of J. H. Cordon & Co., which had accidentally fell, in consequence of being overburdened, and that no blame to any one thereto." That nobody was to blame for an accident which the exercise of ordinary care and prudence would have prevented, seems to us an illogical conclusion. All the testimony goes clearly to show that the building was unfit for the use to which it was put, and that the danger of its falling had been manifest almost from the start. The very fact, stated by the jury, that it was "overloaded," implies fault somewhere; and we think that the jury should have so found.

It seems like an ungracious task to refer to this matter, when the members of the firm who owned and occupied the store have been there recently and sorely afflicted in the loss of one of their number and the destruction of much valuable property; and the builder, HANCK CHANNAY, is known as one of the oldest and best mechanicks in our City. But the public safety demands that the attention of our citizens and authorities should be directed to this subject, even though private feelings may be wounded, or individual interests affected by what it becomes the duty of the press to say. It must be obvious to all who have read the testimony at the inquest, or examined the ruins of the building, that the plan was a futile one, some of the materials being unfit for use, the mode of construction defective, and the signs of weakness evident from the beginning. Notwithstanding all this, the building was run up, finished, occupied and immediately crowded full of goods—"overloaded" as the jury find—and forthwith "accidentally" fell. But how can that be? an accident which was the certain and necessary consequence of a well known and admitted cause?

It was known that the building was weak, and it is proved that it was "overloaded." That, under such circumstances, it should "fall," is no more an "accident," than that the sparks fly upward, or that fire burns.

The building, moreover, was put up in violation of the ordinance of our Common Council, "prescribing fire-lights and the construction of buildings therein." This ordinance, indeed, like many others, is habitually disregarded and violated, but a disaster like that of Wednesday last, will at least serve to call attention to its provisions and to the necessity of their being enforced. It is the duty of our City authorities to see to this, and let the ordinances be made more stringent, for the public protection, to supply the want. Melancholy as was the incident of which we have treated, involving, as it did, loss of life and destruction of property, the lesson will not be wholly lost if it touches our citizens and authorities to exercise more care in the construction of buildings, and to insist upon a compliance with such provisions as were forthrightly made, when required to secure the public safety.

The Selection of Mr. Sampson.

The News of Sunday morning publishes a card from Mr. J. R. SHARPESTON, the editor and proprietor, explaining the circumstances of his rejection as Postmaster for Milwaukee. In justice to him, and as a matter of interest to our readers, we send this card to our column.

Mr. SHARPESTON, it will be seen, threatens to retaliate upon the "gentlemen" who were the authors and endorers of the charges made against him; and for that purpose proposes to consult "the Criminal Court Records, both in this State and New York."

As the individuals referred to, are all well known and prominent citizens, and, with two or three exceptions, we believe, active members in good standing of the Democratic Party, the threatened developments will be looked for with interest.

Mr. SHARPESTON intimates that Senator DOOLITTLE and Mr. PORTER, from this District, interested themselves actively to procure his rejection.

Though it may seem somewhat unkind to

Mr. B. J. MORTON, it will yet simple justice to our Representatives in Congress to say that the nomination of Mr. SHARPESTON, as Postmaster for Milwaukee, was not an acceptable cure to the people of this city, and that therefore Judge DOOLITTLE and Mr. PORTER were fully justified in public, aside from political grounds, in opposing his confirmation.

In another article in the same issue of the News, Mr. SHARPESTON justly complains that while he was required to plow to the charge of having received some of the "Corruption bonds" from the La Crosse Railroad, the Senate, only a day or two had, confirmed, without question, the nominations of two Wisconsin men, who had also received bonds. Thus, Mr. T. D. REYNARD, of the Hudson Land office, and Mr. MORITZ SCHUYLER, U. S. Collector at this port. Why a different rule was insisted upon in Mr. SHARPESTON's case, who, by the way, wholly denied that he ever received a bond from the company for services of any kind—from that application to Mr. SCHUYLER and REYNARD, does not appear. The News itself says:

Striking a great and swelling a canal, is quite common in the ports of the United States as it was among those who were pronounced dead—suffocated some eighteen hundred years ago.

The "gas" which the Senate retained at was Mr. SHARPESTON, while the "canons" which it gulped down so easily were Messrs. REYNARD and SCHUYLER.

"The receipt of wheat by the Railroads and Merchants' hallored during the present week, go over 60,000 bushels, or over 11,000 bushels per day. The trains have only run over a portion of the road the first three days, or the receipts would probably have reached eighty thousand bushels. It is however, to be observed, that the receipts in the State to date amount, per mile of road in operation, and we challenge the roads of the West to equal it, per mile."

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